

Annapolis, Md., February 7th, 1906.

The Board of Public Works of the State of Maryland met, in the Governor's Office, at Annapolis, pursuant to his call, at one o'clock, on Wednesday, February 7th, 1906.

Present: Governor Warfield, Comptroller Atkinson and Treasurer Vandiver.

The Governor brought before the Board the plats, communications, papers, etc., which he had just received from President Oscar G. Murray of the Baltimore & Ohio Railroad Company.

Dr. Atkinson offered the following resolution:

"RESOLVED, That the General Assembly be informed that these communications have been received. That a copy of the letter of Mr. Oscar G. Murray be transmitted by the Secretary of the Board to the General Assembly together with copies of the other communications, and that the General Assembly be informed that the plats and tabulated statements, which cannot be conveniently copied are in the custody of the Board of Public Works and that they are at the disposal of either House for their investigation and information whenever they so desire."

which was seconded by the Treasurer and unanimously adopted.

The Governor moved that these communications be spread in full upon the Minutes of this Board. Seconded by the Treasurer and carried.

The Baltimore & Ohio Railroad Company,

Baltimore, Md., February 6, 1906.

Honorable Edwin Warfield,  
Governor of Maryland, and President of the Board of Public Works,  
Annapolis, Md.

Dear Sir:

In further response to yours of the 31st ultimo transmitting Resolutions of the Board of Public Works, and answering the inquiries in such Resolutions, I hand you the following:

1st.- A statement of the receipts and expenditures of the Washington Branch from June 30th, 1896, to the close of the fiscal year ended June 30, 1905. This information is given by years and under the general classifications of receipts and disbursements, together with a summary for the ten years, showing the application made of the net earnings. Accompanying this statement, is a communication from the Comptroller of the Company covering statement of the methods of accounting; and, that you may more fully understand the same, a statement of the operations for the years 1904 and 1905 in full detail, by sub-accounts.

2d.- An inventory of the properties of the Washington Branch within the district of Columbia that will not be required for railroad purposes after the completion of the new terminals:

Exhibit 1- Being a statement of the properties which can be disposed of.

Exhibit 2- Being a statement of the properties that under the Terminal Act are to be conveyed to the District of Columbia.

Accompanying this Inventory are blue prints showing the location and extent of the several properties referred to therein.

I also hand you a sketch map showing the general plan of the new terminals, together with the existing lines.

3d.- Responding to the inquiry contained in the second Resolution of the Board: The Directors have taken no action with reference to the application of the appropriation of \$1,500,000 made by Congress, when same becomes payable. For your information, communication is enclosed from Mr. H. L. Bond, Jr., 2nd Vice-President and General Attorney of the Company, giving a statement of the reasons moving to this appropriation, and the conditions under which payment is to be made, from which you will note, in his opinion, the time has not arrived when the Board can take definite action as to the distribution of this appropriation, when same is received.

I call your attention to his suggestion that an agreement between the Stockholders will be of assistance to the Board in determining this question. Speaking of the Baltimore and Ohio Railroad Company as holder of Washington Branch stock, I can say that this Company will be glad to reach an agreement upon an equitable plan for the distribution of the appropriation, when same is received.

Yours very truly,

OSCAR G. MURRAY.

President.

Baltimore & Ohio Railroad Company.  
Office of Comptroller.

Baltimore, Md., February 6, 1906.

Washington Branch.

Mr. Oscar G. Murray,  
President.

Dear Sir:-

Complying with your request for statement of account of the Baltimore and Ohio Railroad Company with the Washington Branch, I submit, herewith, for your information

Exhibit "A" Statement of Earnings, Expenses and Net Earnings from Operation, Disbursements therefrom, Other Receipts, Surplus, disposition of same for the years ended June 30, 1905, both inclusive, and balance at credit as of June 30, 1905, as follows:

Balance at credit, June 30, 1906	\$ 757,055.05
Net Earnings July 1, 1896 to June 30, 1905,	2,137,946.05
	<u>\$ 2,895,001.10</u>

( Brought forward)		\$2,895,001.10
Payments therefrom, as shown in detail on statements, including Dividend paid November, 1896,		301,408.21
		<u>\$2,593,592.89</u>
Other receipts,		
From property sold	\$ 101,277.00	
From adjustments,	<u>60,867.15</u>	162,144.15
		<u>\$2, 755,737.04</u>
Applied to improvements		
For coal yards, Block 711,	426,768.00	
For new double track line Montello Avenue to north side Florida Avenue, Coach Yard, Roundhouse, Shops &c.	1,603,691.32	
For special joint property and connection Montana Ave to Langdon,	<u>188,440.26</u>	<u>2,218,899.58</u>
Balance at credit, June 30, 1905,		\$ 536,837.46

Attention is invited to the fact that the Washington Branch did not earn a dividend in the fiscal year ended June 30, 1897, the result of the year showing a deficit of \$5,671.00, the dividend of November, 1896, being paid from the Surplus of prior years.

In connection with Exhibit "A", memorandum is submitted, explaining the distribution of earnings and expenses.

Exhibit "B"- From 699 shows Earnings and Expenses in detail for the fiscal years ended June 30, 1904 and 1905. Similar statements for prior years cannot be furnished by reason of destruction of records in the fire of February 7, 1904.

It will be noted that no charges are made to Maintenance of Equipment, for the reason that the Washington Branch owns no equipment, the Baltimore and Ohio Railroad Company furnishing the same on a mileage rental basis, the total amount thereof being

For the year 1904	\$165,195.24
" " " 1905	190,451.99

as shown in the charge to Conducting Transportation, under the sub-account of "Hire of Equipment"; detailed statements of the items composing said aggregates can be furnished for the fiscal years ended June 30, 1904 and 1905, but not for previous years, account destruction of records by fire.

Exhibit "C" is a detailed statement to June 30, 1905, for improvements, which is self-explanatory. The

Coal Yard is under lease to six tenants, at an aggregate rental of \$12,000 per annum, the tenants maintaining the scale house, bins, etc., the Company maintaining the tipple. The ownership of this yard gives to the Washington Branch a large amount of anthracite coal, tonnage.

Tracks, Yard, Round House and Shops, as soon as completed, will be distributed by the Engineers and apportioned to the respective interests, the Washington Branch receiving credit for that portion assigned to others, with interest thereon from date of advance.

Special Joint Property and Connection Montana Avenue to Langdon, \$188,440.26, will be similarly treated, as soon as the Engineers can make the proper distribution.

Exhibit "D" is a statement of property sold to the Washington Terminal Company (at a profit to the Washington Branch of \$97,377.00)

Exhibit "E" is statement of adjustments, \$60,687.15, incident to property transactions, which have no bearing on net results, but are shown to explain debit and credit entries made and reported from time to time in Annual Reports of Washington Branch.

I shall be pleased to furnish any further information desired, as far as it is practicable to do so.

Yours, very truly,

H. D. BULKLEY.

Comptroller.

ENCL:  
Bm.

Baltimore & Ohio Railroad Company,  
Law Department.

Baltimore, Md., February 6, 1906.

Dear Sir:

In compliance with your request for a report as to the application of the \$1,500,000 appropriated by Congress in the Acts providing for the new union station and terminals in Washington, I beg to submit the following:

FIRST: The appropriation is found in the Act of February 12, 1901, entitled "An Act to provide for eliminating certain grade crossings of railroads in the District of Columbia, to require and authorize the construction of new terminals and tracks for the Baltimore and Ohio Railroad Company in the city of Washington, and for other purposes." Section 8 of that Act provides: "From and after the expiration of five years from the date of the passage of this Act all rights of the Baltimore and Ohio Railroad Company to maintain and operate the present tracks of its Washington Branch Railroad within the limits of the city of Washington, and the present tracks of its Metropolitan Branch Railroad south of the northern line of New York avenue..... shall cease and determine :..... Said

Baltimore and Ohio Railroad Company shall also immediately execute, acknowledge and deliver to the Commissioners of the District of Columbia a deed in due form of law, granting, conveying, assigning and transferring to the United States of America all the estates, right, title and interest that it, the said Baltimore and Ohio Railroad Company, has in, to or out of the lands included within the limits of the roadway or right of way of the Washington Branch Railroad of said company from the west line of Second street to Winthrop Heights station and of the Metropolitan Branch for the continuation of Third street from Q street south to New York avenue.....

"In consideration of the surrender by the Baltimore and Ohio Railroad Company, under the requirements of this Act, of its rights under the several Acts of Congress heretofore passed, and under its several contracts with the municipal authorities of the City of Washington authorized by said Acts of Congress, and in consideration of the large expenditures required for the construction of the new terminals, viaduct, and connecting railroads, as required by this Act, to avoid all grade crossings of streets and avenues within the city of Washington, and, further, in consideration of the grant and conveyance to the United States of the lands included within the limits of the roadway and right of way of the Washington Branch Railroad, which can be used for a street or avenue for the public benefit, the sum of one million five hundred thousand dollars, to be paid to said railroad company toward the cost of the construction of said elevated terminals, viaduct, and structures within the city of Washington, shall be, and is hereby, appropriated, one-half to be paid out of any money in the Treasury of the United States not otherwise appropriated, the other half to be paid out of the revenues of the District of Columbia. The sum so appropriated shall be paid upon presentation of a certificate by the Commissioners of the District of Columbia that the said viaduct has been completed as required by this Act."

The Act of February 28, 1903, entitled "An Act to provide for a union railroad station in the District of Columbia ,

and for other purposes", provides:

"Sec. 8. That of the works herein described, the lines of railroad leading northward and southward from the main passenger station and terminal connecting the same with lines of the Baltimore and Ohio Railroad Company and lines of the Philadelphia, Baltimore and Washington Railroad Company, respectively, shall be completed, and the main passenger stations and terminals shall be ready for occupancy, within five years from the date of the passage of this Act. The construction of said passenger station and terminal and viaduct by said terminal company, in accordance with the provisions of this Act, shall be deemed and taken to be a full compliance by the Baltimore and Ohio Railroad Company with the requirements in that regard of the said Act relating to it, approved February twelfth, nineteen hundred and one, and the respective periods of five and six years from the passage of said Act, as mentioned in section eight thereof, are hereby extended respectively for five and six years from the passage of this Act. Except as modified by this Act, all the provisions of said Act relating to the Baltimore and Ohio Railroad Company, approved February twelfth, nineteen hundred and one, shall be and remain in full force and effect."

The report of the Commissioners of the District of Columbia to the chairman of the Senate Committee, under date of February 27, 1900, contains the following statement of the reasons upon which the Commissioners base their recommendation that Congress and the District contribute the \$1,500,000:

The estimated cost of the works contemplated in the bill is \$5,000,000.

It is proposed that the United States and the District of Columbia shall pay in equal proportion the cost of approaches to railroad crossings, which is estimated to be, .....\$15,000.

The United States and the District of Columbia are to pay in equal proportion on account of the betterments contemplated the sum of ..... 1,500,000.  
Making the total cost to the public, \$1,515,000.

From this should be deducted the value of the abandoned right of way of the company, outside of street limits, between Winthrop Heights

\$1,515,000.

and Delaware Avenue, which land is to be deeded to the District in fee simple, being 12.1 acres, valued at \$3,000 per acre,.....\$36,300.

1.6 acres, valued at \$8,125 per acre.. 13,000 49,300

Leaving a balance of..... \$1,465,700.

With reference to the proposition of the Government paying a million and a half dollars toward the project in question the company states that this amount is half the estimated cost of so much of the plan as related directly to the abolishing of grade crossings- that is, the change of route and elevation of tracks- and they request the Government to pay this proportion of the proposed work. To this very necessary work they state they are adding \$2,000,000 more in betterments which will all be to the benefit of the public, and from the estimates submitted to them the Commissioners have reason to believe that the amounts have not overstated.

Objection has been raised by a few parties in the District to this payment on the ground that the company needs new terminal facilities, which it must obtain for the transaction of its business. But the company states, and the Commissioners have reason to believe, that it now owns sufficient ground to give it all the terminal facilities it would need for fifty years to come, with tracks on grade, at an expenditure of not more than half a million dollars, and that the four or five millions required to do the work called for by the bill is mainly for the improvement and advantage of the District and city.

The Company claims that under contracts and agreements made by said company and the municipal authorities, authorized by acts of Congress dated March 2, 1831, and March 3, 1833, under the terms of which the depot was removed from its original site to the site now occupied by it and its tracks were confined to that part of the city east of New Jersey avenue and north of C street, the right to occupy its present site and tracks was

authorized and confirmed until 1910. The contract referred to is dated June 15, 1850, and the ordinances authorizing and confirming it are dated, respectively, May 31, 1850, and January 17, 1867.

The Commissioners believe, after examination and consultation, that there is merit in the claim of the company, and that should it not be willing to abandon the present routes and elevate its road it could not be compelled to do so even by Congress prior to 1910 without compensation.

The Company states quite frankly that, under the circumstances, they expect assistance in carrying out so much of the plan as relates directly to changing their routes, elevating their tracks, and removing them from grade for the purpose of improving the city and for the convenience of street traffic.

Considering the advantages which will be derived by said city and the public generally and the vastly greater expense proposed to be incurred by the company than what could be required if it stood upon its strictly legal rights under the terms of the contract above referred to, and considering also that railways in other cities of the country have been aided by the city or State, or both, in the work of abolishing grade crossings, the Commissioners feel that the request of the company is equitable and not immoderate.

The manner in which payments are to be made is considered very reasonable. A sinking fund is to be established, and the million and a half dollars is to be paid only upon presentation of a certificate from the Commissioners that the work required by the bill has been satisfactorily executed.

It is believed that the value of the benefits and improvements resulting from the proposed changes will exceed considerably, even at the present time, the million and a half dollars which the Government is required to pay and that the ultimate benefits will be of still far greater magnitude."

As an appendix to that report, the Commissioners gave



assistance to the Board and desirable in every way, but in this connection it must be remembered that the State of Maryland and The Baltimore and Ohio Railroad Company are not the only holders of Washington Branch stock; that the other stockholders are entitled to have the Board act on this matter unless they become parties to the stockholders' agreement.

Very respectfully,

HIGH L. BOND, Jr.

Second Vice-President and General Attorney.

Oscar G. Murray, Esq.,

President.

## A P P E N D I X II.

### Baltimore and Ohio Washington Terminal Improvements.

#### Estimated Cost.

#### Cut-off from Montello to Florida Avenue.

#### Right of way and property:

50 acres at \$5,000, including damages,	\$250,000.00
44 acres, at \$2,500, including damages,	110,000.00
Excavation, 205,500 cubic yards, at 35 cents,	71,925.00
Masonry, 17,000 cubic yards at \$9,.....	153,000.00
Bridges,.....	111,935.00
Arch masonry, 20,000 cubic yards at \$1.50...	180,000.00
Iron railing, 2,000 linear feet, at \$1.50...	3,000.00
Track (main) 2,000 linear feet at \$1.15....	23,000.00
Ballast, 11,500 cubic yards, at \$1.....	11,500.00

\*\$914,360.00

#### Metropolitan Branch Connection.

Right of way, 132,000 square feet at 25 cents	\$33,000.00	
Embankment, 50,000 cubic yards at 35 cents....	17,500.00	(\$10,500)
Track (main) 6,000 linear feet, at \$1.15.....	6,900.00	
Ballast, 3,500 cubic yards at \$1.....	3,500.00	
Bridge T street,.....	15,000.00	75,900.00

## Eckington Yard.

Property, 500,000 square feet at 25 cents ...	\$125,000.00	
Filling, 450,000 cubic yards, at 35 cents....	157,500.00	(\$94,500)
Track in yard, 53,000 linear feet, at \$1.....	53,000.00	
Ballast (cinder), 35,000 cubic yards at 35 cents	12,250.00	
Frogs and switches, 80 sets, at \$50.....	4,000.00	
Slip switches, 2 sets, at \$350.....	700.00	
Roundhouse,.....	*100,000.00	
Turntable,.....	*5,000.00	
Water tank and connections,.....	*2,500.00	
Shops and buildings,.....	*10,000.00	
Coal trestle,.....	*15,000.00	
		<hr/> \$484,950.00

## Florida Avenue to South Side of G Street.

Viaduct, 65,000 cubic yards at \$9.....	*\$585,000.00	
Filling, 60,000 cubic yards at 35 cents....	*21,000.00	
Iron railing, 6,800 linear feet, at \$1.50....	*10,200.00	
Interlocking,.....	20,000.00	
Track, 17,000 linear feet, at \$1.15.....	19,550.00	
Ballast, 11,000 cubic yards, at \$1.....	11,000.00	
		<hr/> \$666,750.00

## Terminals South Side of G Street to C Street

Property.....	\$1,250,000.00	
Retaining wall, etc, 90,000 cubic yards at \$9	*810,000.00	
Filling, 1,500,000 cubic yards at 35 cents..	*525,000.00	
Ballast (cinder) 35,000 cubic yards at 35	12,250.00	
Interlocking.....	30,000.00	
Paving, driveways, 30,000 cubic yards at \$2,	60,000.00	
Station building,.....	250,000.00	
Platforms & pavements, 14,000 cubic yards at \$2,	28,000.00	
4-inch granite curbing, 8,100 linear feet at \$2,	*8,100.00	
Iron railing C street, 635 linear feet at \$2,	*1,270.00	
Iron railing walls, 6,550 linear feet, at \$1.50	*9,825.00	
Iron railing train-shed, 1,576 linear feet, at \$3,	4,728.00	
Train shed,.....	240,000.00	
Freight shed,.....	150,000.00	
Track, 54,000 linear feet, at \$1.15.....	62,100.00	
Ballast, 5,625 cubic yards, at \$1.....	5,625.00	
Frogs and switches, 50 sets, at \$50.....	2,500.00	
Slip switches, 23 sets, at \$350.....	8,050.00	
		<hr/> \$3,457,448.00
		<hr/> \$5,599,408.00

(Note.- Items marked \* included in other estimate).

Cost attributable to elevation and change of line.

## Cut-off from Montello to Florida Avenue.

Right of way and property:		
50 acres, at \$5,000, including damages.....	\$250,000.00	
44 acres, at \$2,500 including damages, .....	110,000.00	
Excavation, 205,500 cubic yards, at \$9.....	71,925.00	
Masonry, 205,500 cubic yards, at 35 cents.....	153,000.00	
Bridges,.....	111,935.00	
Arch masonry, 20,000 cubic yards, at \$9.....	180,000.00	
Iron railing, 2,000 linear feet, at \$1.50.....	3,000.00	
Track (main) 20,000 linear feet, at \$1.15.....	23,000.00	
Ballast 11,500 cubic yards, at \$1.....	11,500.00	
		<hr/> \$914,360.00

## Metropolitan Branch Connection.

Embankment, 30,000 cubic yards at 35 cents, ..... \$10,500.00

## Eckington Yard.

Filling, 270,000 cubic yards, at 35 cents....	\$94,500.00
Roundhouse,.....	100,000.00
Turntable,.....	5,000.00
Water tank and connections,.....	2,500.00
Shops and buildings,.....	10,000.00
Coal trestle,.....	15,000.00
	<hr/>
	227,000.00

## Florida Avenue to South Side of G Street.

Viaduct, 65,000 cubic yards, at \$9.....	585,000.00
Filling, 60,000 cubic yards at 35 cents,....	21,000.00
Iron railing, 6,800 linear feet at \$1.50....	10,200.00
	<hr/>
	616,200.00

## Terminals South Side of G Street to C Street

Retaining Walls, 90,000 cubic yards, at \$9..	\$810,000.00
Filling, 1,500,000 cubic yards, at 35 cents,	525,000.00
4-inch granite curbing, 8,100 linear feet, \$1,	8,100.00
Iron railing, C st. 635 linear feet at \$2....	1,270.00
Iron railing, walls, 6,550 linear ft, at \$1.50,	9,825.00
	<hr/>
	1,354,195.00
	<hr/>
	3,122,255.00

Comptroller Atkinson offered the following resolution:

Resolved, That the deed conveying to the Mayor and City Council of Baltimore of the State Tobacco Warehouse on Dugan's and O'Donnell's Wharves for \$182,500 be executed." Seconded by the Treasurer and carried.

The Deed was then duly executed by the Governor, Comptroller and Treasurer and delivered to the Comptroller, and Treasurer to be handed to the City upon payment of the money, the same having been approved by the Attorney General.

The Governor moved that the deed be spread upon the minutes of this Board, which was seconded by the Comptroller and carried.

THIS DEED, made seventh day of February, in the year nineteen hundred and six, by the State of Maryland, of the first part, the Governor, Comptroller of the Treasury and Treasurer of Maryland, of the second part, and the Mayor and City Council of Baltimore, a municipal corporation of the State of Maryland, of the third part, witnesseth that,

WHEREAS, by the Act of the General Assembly of Maryland, designated and known as Chapter 581 of the Acts of 1904, approved April 12th, 1904, it was enacted by the General Assembly of Maryland that the Governor, Comptroller of the Treasury and the Treasurer, or a majority of them, were thereby authorized and empowered to sell, grant, assign, convey or lease any of the property, or any interests therein, belonging to the State of Maryland, situated in the Burnt District as defined in the Act then recently passed by the General Assembly of Maryland creating the Burnt District Commission for the City of Baltimore, approved March 11th, 1904, (and now known as Chapter 87 of the Acts of 1904), and lying south of Pratt Street and east of Light Street, to the Mayor and City Council of Baltimore, upon such terms and at such price or prices as should be agreed upon between said state officials, or a majority of them, and the Burnt District Commission, and to execute, acknowledge and deliver for and on behalf of the State of Maryland all necessary deeds and conveyances thereof:

AND WHEREAS, the said state officials, being the Governor, Comptroller of the Treasury and the Treasurer, have agreed with the said Burnt District Commission for the sale, grant, assignment and conveyance to the Mayor and City Council of Baltimore, for the price of one hundred and eighty-two thousand five hundred dollars (\$182,500) of all that part of the property belonging to the State of Maryland, situated in the Burnt District as defined as aforesaid, which is described as follows:

Bounded on the north by the present north line of Wood (or Dugan) Street and an extension of said line westerly to Frederick Street Dock and easterly to Long Dock (Wood or Dugan Street being here mentioned for convenience of description only, and not for dedication); bounded on the south by the waters of the Basin and the Northwest Branch of the Pa-

tapsco River; bounded on the west by Frederick Street Dock, and bounded on the east by Long Dock;

For title of the State of Maryland, see the following deeds to it, recorded among the Land Records of Baltimore City:

Deed from Columbus O'Donnell, 16 December, 1826, Liber W. G. No. 184, folio 225, etc.

Deed from Nathaniel Williams and John White, Trustees, 16 December, 1826, Liber W. G. No. 184, folio 222, etc.

Deed from Columbus O'Donnell and Sarah Chew O'Donnell, 16 December, 1826, Liber W. G. No. 184, folio 227, etc.

Deed from Columbus O'Donnell and John O'Donnell, 16 December, 1826, Liber W. G., No. 184, folio 229, etc.

See also evidences of a condemnation in fee of the "Dugan's Wharf" part of the said property by the State of Maryland (the condemnation proceedings not appearing of record) in the following proceedings and acts:

Journal of the Proceedings of the House of Delegates of the State of Maryland, December session 1826, pages 17, 24, 444, 494, 499, and 556, &c.

Acts of Assembly of Maryland, 1826, Chapter 250, passed 8 March, 1827.

Proceedings of the Executive of Maryland (to be found in the Land Office, Annapolis) 9 May, 1827, 3 September, 1827, 6 December, 1827; 3 January, 1828, 5 January, 1828, 22 January, 1828, 25 January, 1828, and under other dates.

Also notice of condemnation by a Jury in the Baltimore Gazette and Daily Advertiser newspaper, 25 September, 1827.

And see also cause of Cumberland Dugan against the Mayor and City Council of Baltimore, E. Clay Timanus, Mayor, and others, in the Circuit Court of Baltimore City, Docket No. 45-A, folio 26:

AND WHEREAS, the Mayor and City Council of Baltimore has paid to the State of Maryland the said sum and price of one hundred and eighty-two thousand five hundred dollars (\$182,500), and is, therefore, entitled to a conveyance of the property so to it sold as aforesaid;

NOW THEREFORE, in consideration of the premises and of five dollars (\$5.00) the State of Maryland doth sell, grant, assign and convey (and in accordance with said Act of the General Assembly of Maryland, Chapter 581 of the Acts of 1904, the Governor, Comptroller of the Treasury and Treasurer of the State do execute, acknowledge and deliver for and on behalf of the State of Maryland this deed and conveyance therefor) unto the Mayor and City Council of Baltimore aforesaid, its successors and assigns, all that, the hereinbefore described property and interest, ground and premises, bounded as aforesaid, and as hereinbefore more particularly mentioned as agreed to be sold, granted, assigned and conveyed as aforesaid.

TOGETHER with the improvements thereon the rights, ways, streets, alleys, waters, privileges, appurtenances and advantages thereto belonging or in anywise appertaining, and especially all the State's right, title and interest in and to the bed of any street, lane and alley bounding on, adjoining or running through the said property hereinbefore described as sold, and all the State's right, title and interest in and to the land adjacent thereto which is covered by water.

TO HAVE AND TO HOLD the ground and property above described and hereby mentioned to be granted and conveyed, with the rights and appurtenances, unto and to the use of the Mayor and City Council of Baltimore aforesaid, its successors and assigns forever.

IN TESTIMONY WHEREOF the State of Maryland has caused its Great Seal to be hereto affixed by the Governor, accompanied by his signature and attested by the Secretary of State, and Edwin Warfield, Governor, Gordon T. Atkinson, Comptroller of the Treasury, and Murray Vandiver, Treasurer of the State, have accordingly executed, signed, sealed, acknowledged and delivered, for and on behalf of the State of Maryland, this deed and conveyance.

By the Governor

Attest:

Secretary of State.

Signed, sealed and delivered in the

presence of

OSWALD TILGHMAN.

WINSON G. GOTT.

EDWIN WARFIELD (SEAL)  
Governor.

GORDON T. ATKINSON. (SEAL)  
Comptroller of the Treasury.

MURRAY VANDIVER. (SEAL)  
Treasurer.

State of Maryland :  
Anne Arundel County : To Wit:

I hereby certify that on this seventh day of February, in the year nineteen hundred and six, before the subscriber, a Notary Public of the State of Maryland, in and for Anne Arundel County aforesaid, personally appeared Edwin Warfield, Governor, Gordon T. Atkinson, Comptroller of the Treasury, and Murray Vandiver, Treasurer of Maryland, and acknowledged the foregoing deed to be their act and deed for and on behalf of the State of Maryland, according to the provisions of the Act of Assembly in such case made and provided and the Act of the State of Maryland.

WITNESS MY HAND AND NOTARIAL SEAL THE  
DAY AND YEAR LAST AFORESAID.

WINSON G. GOTT.  
Notary Public.

( S E A L ) .

The above deed is in proper form for execution and delivery by the State officers, upon the payment by the Mayor and City Council of Baltimore of the purchase price.

WILLIAM S. BRYAN.

Attorney General.

The Board at 1:40 p. m., adjourned.